

# WW II Veterans' Memorial Highway



40 YEARS IN THE MAKING

# Project Purpose and Need

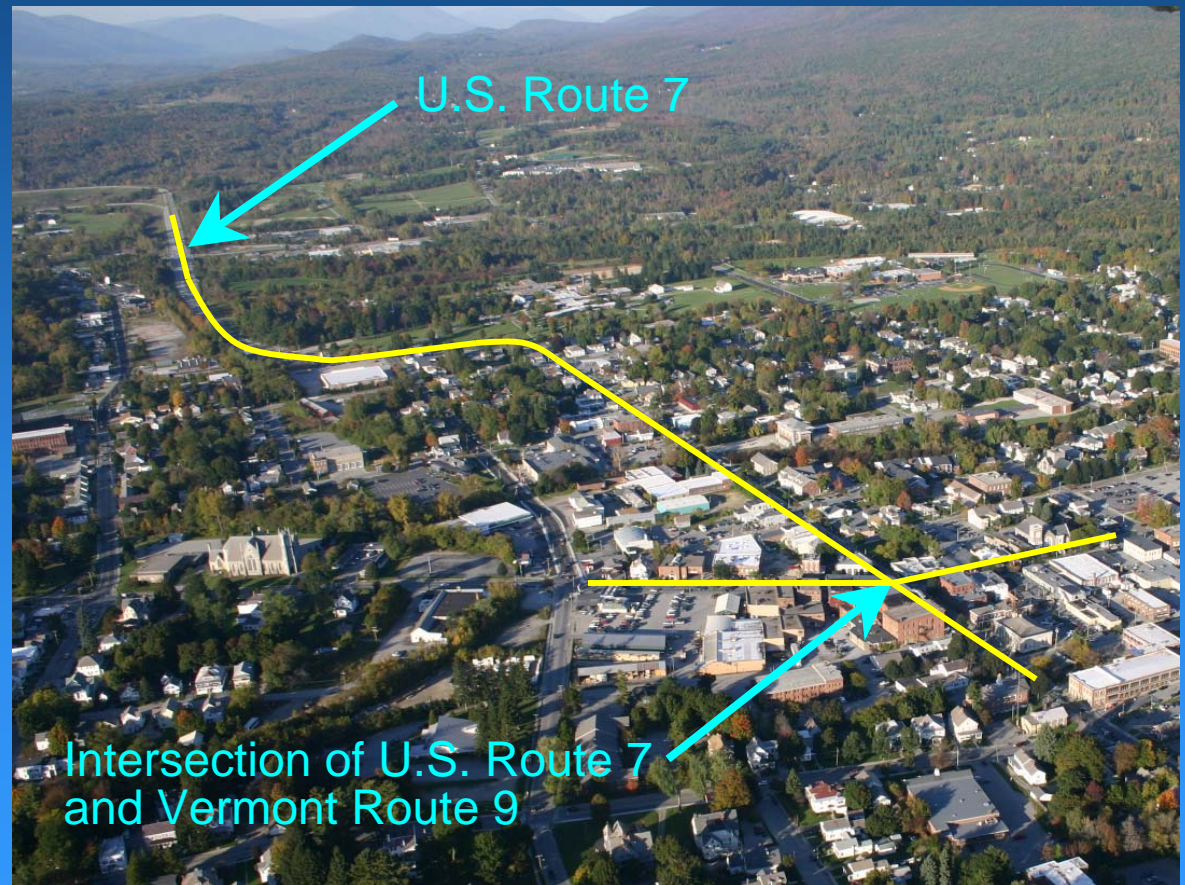
**“...to relieve traffic congestion in Bennington and Old Bennington by separating through traffic on U.S. 7 and VT. 9 from traffic with a destination in the Bennington Urban Compact Area....”**

# Bennington Downtown

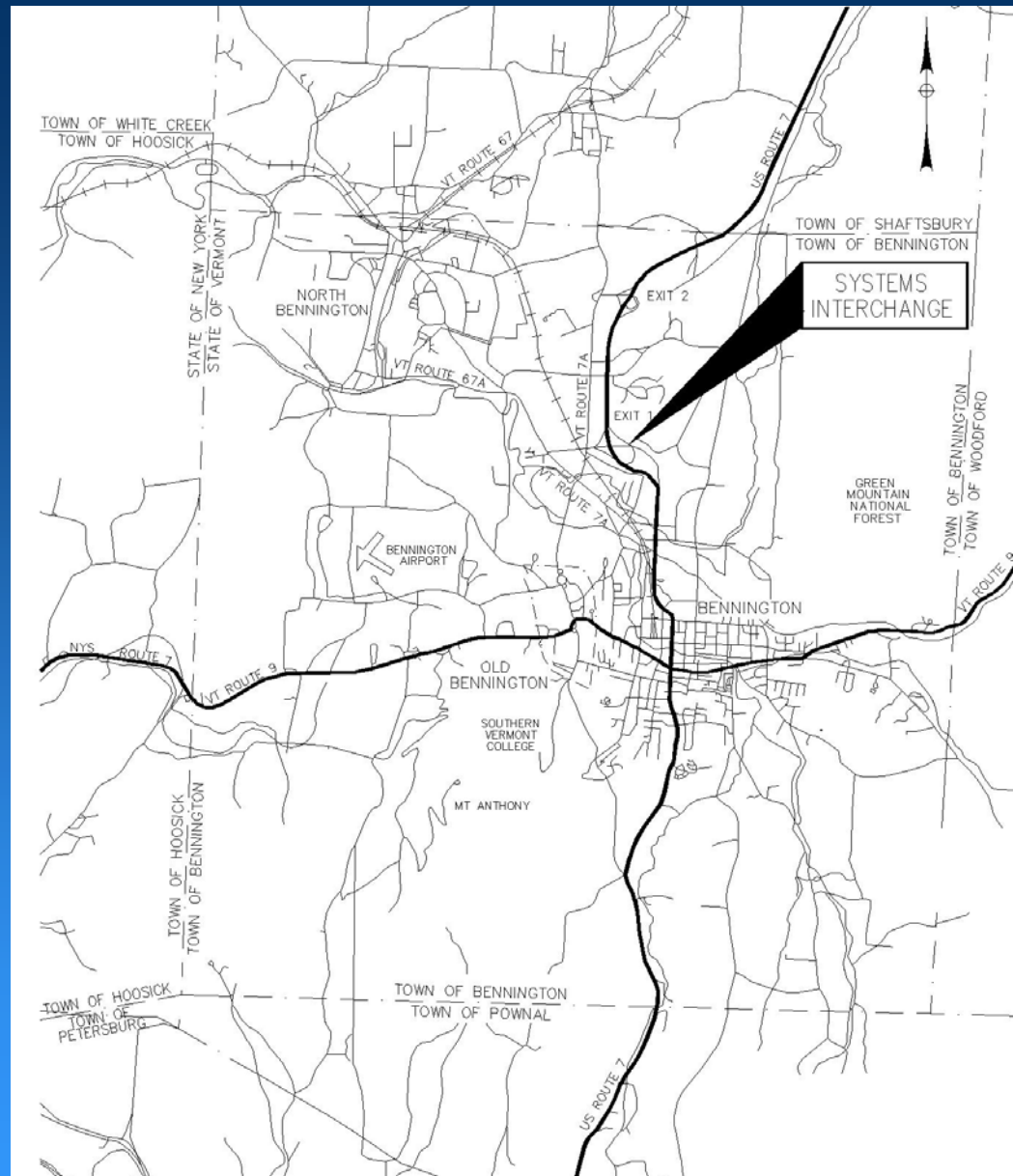


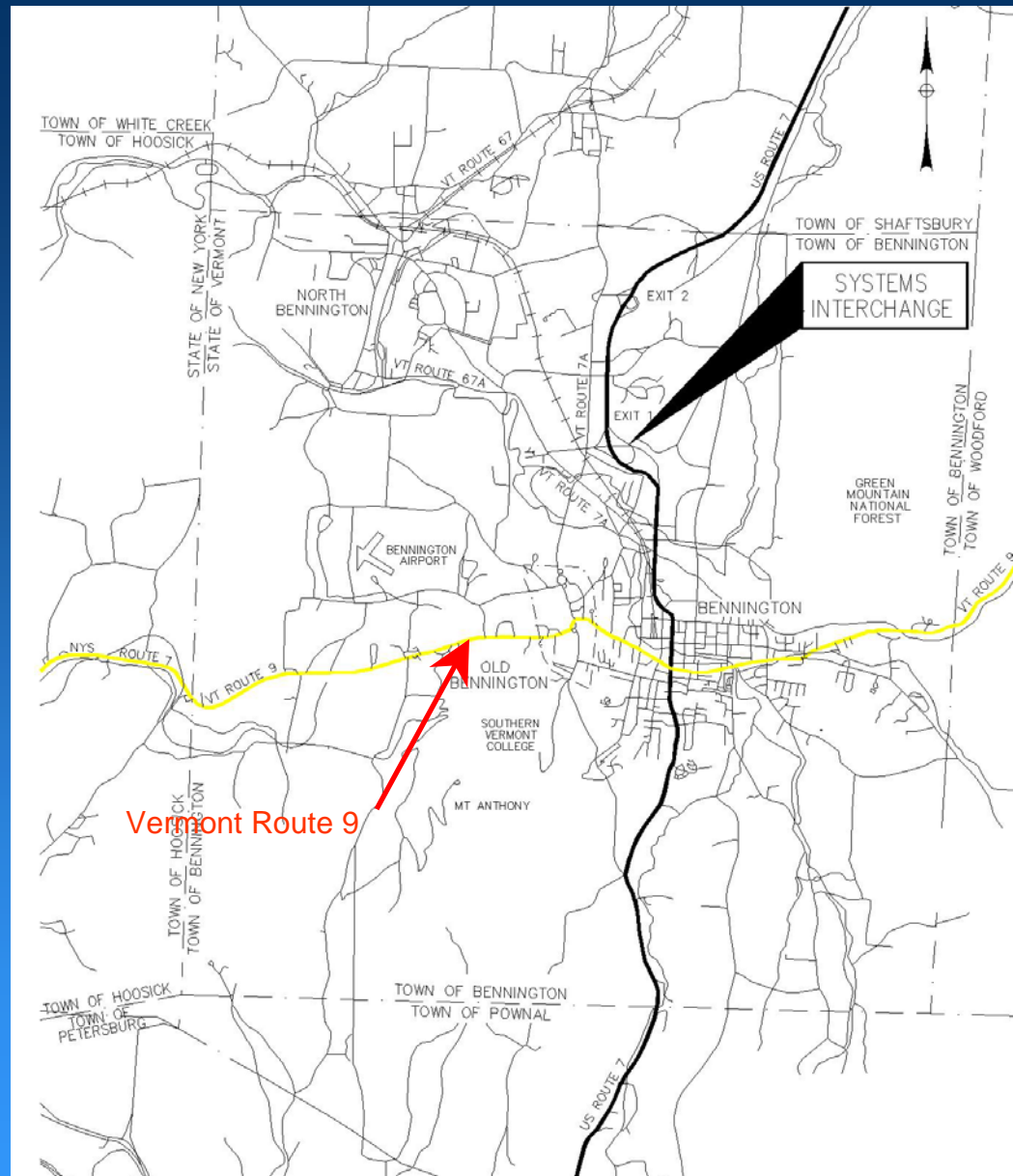


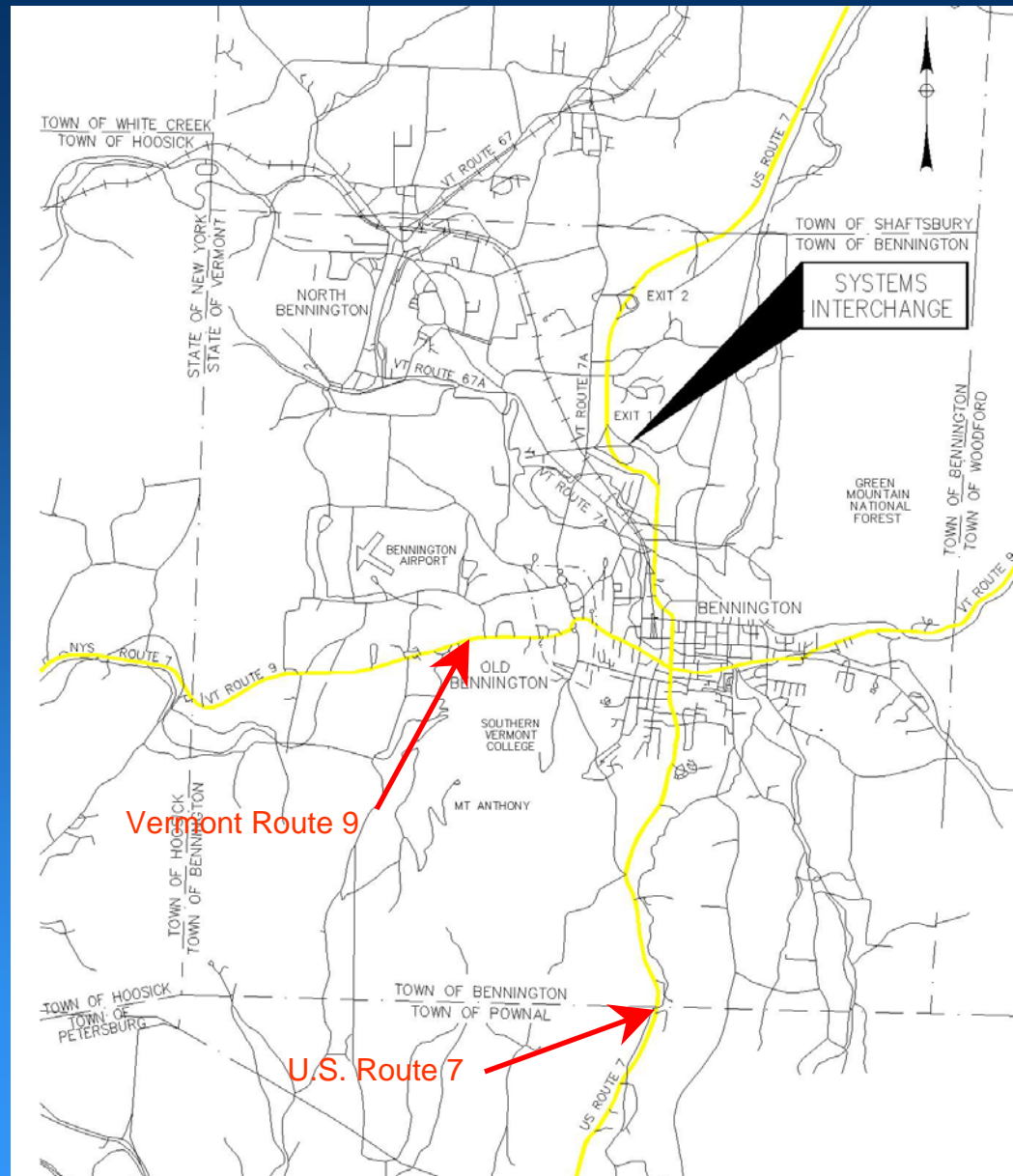
# Bennington Downtown





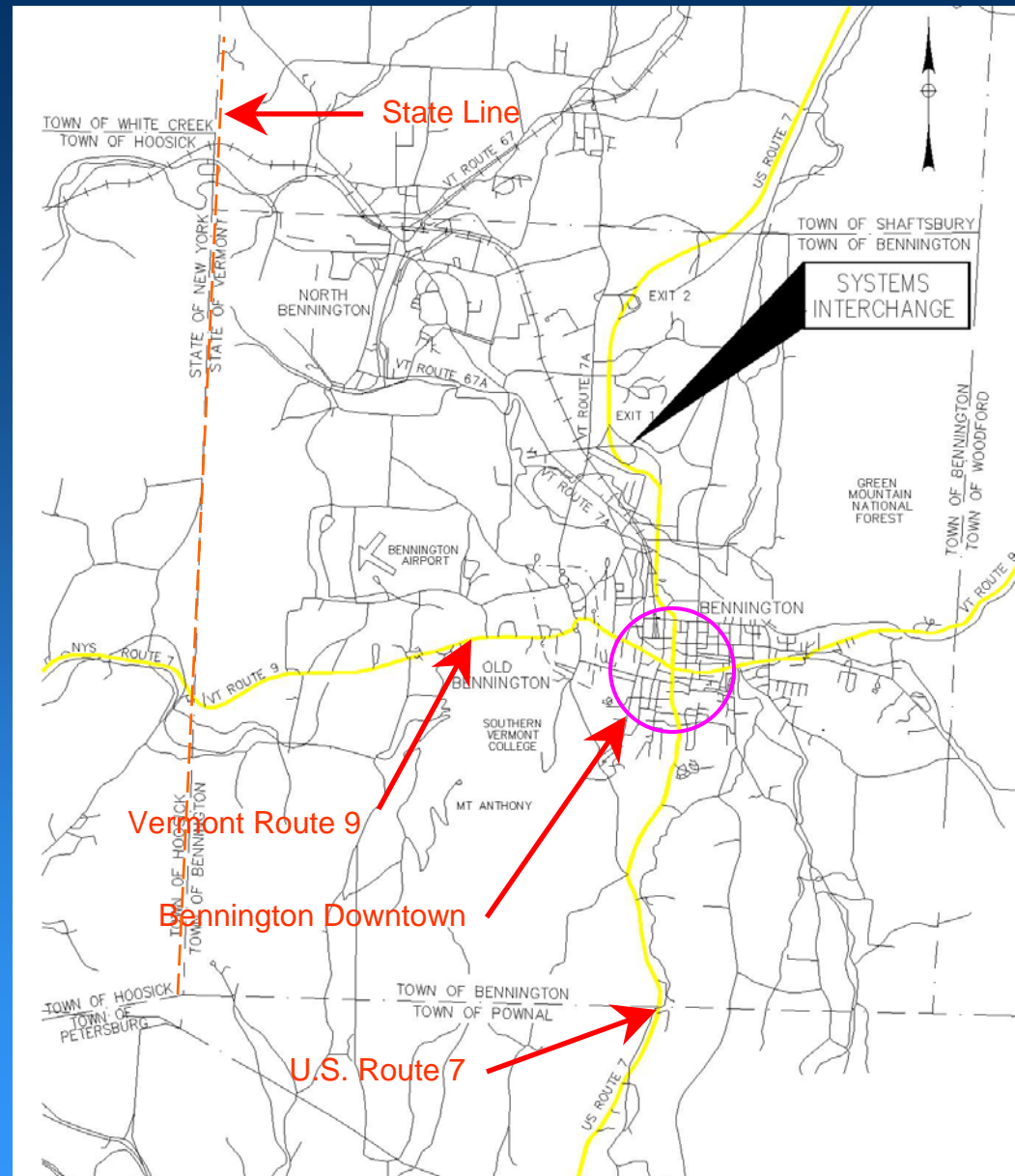


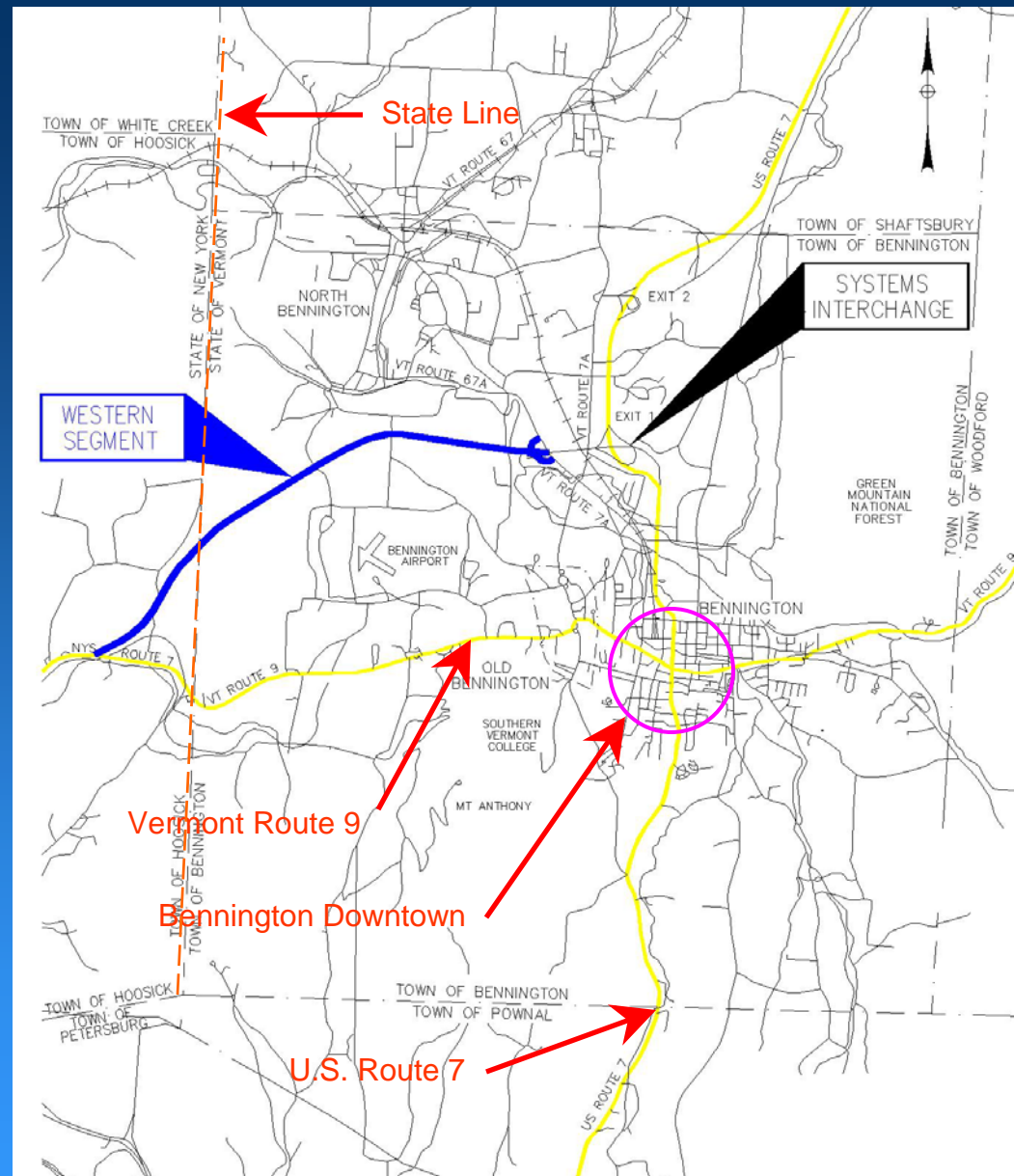




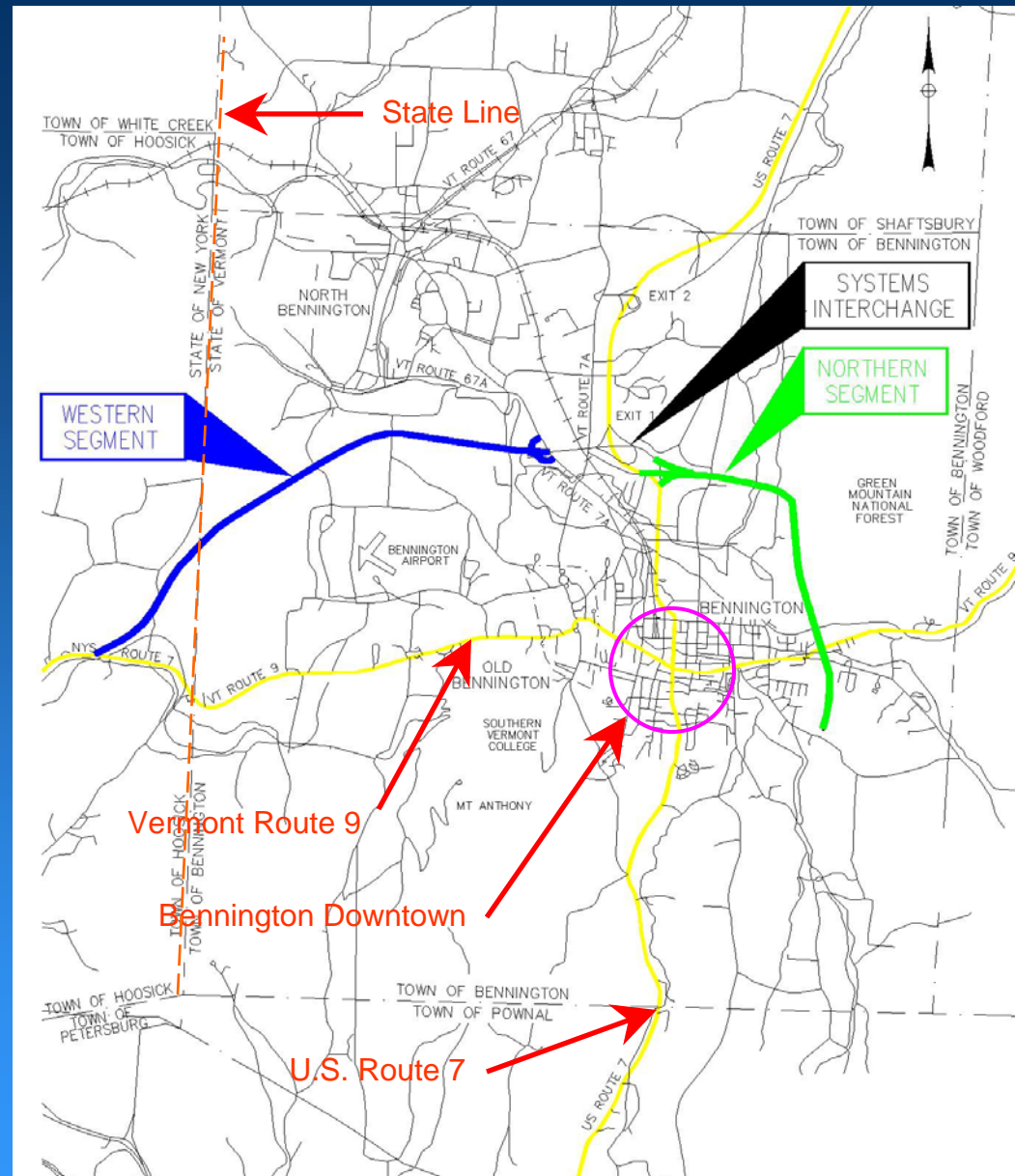


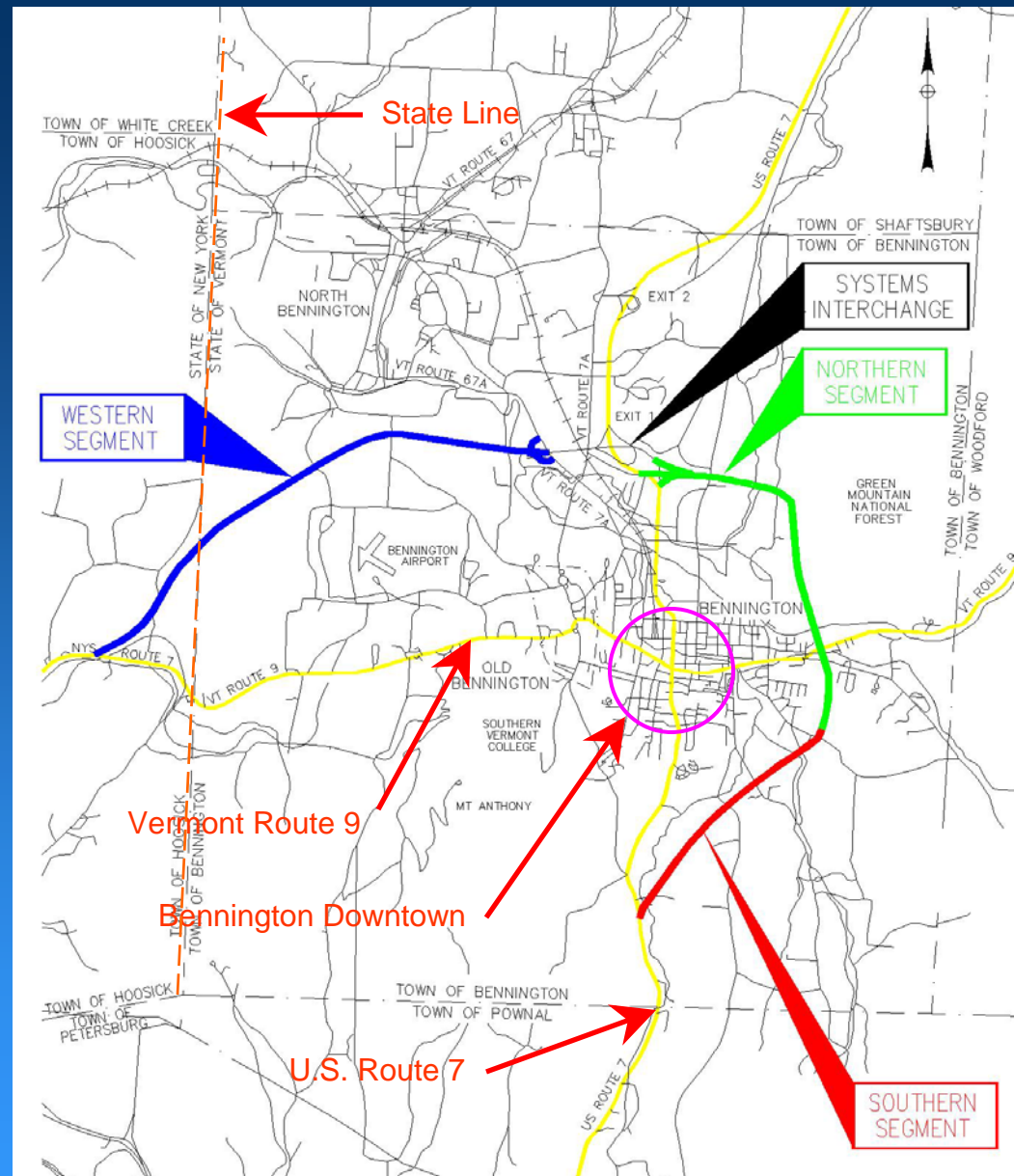










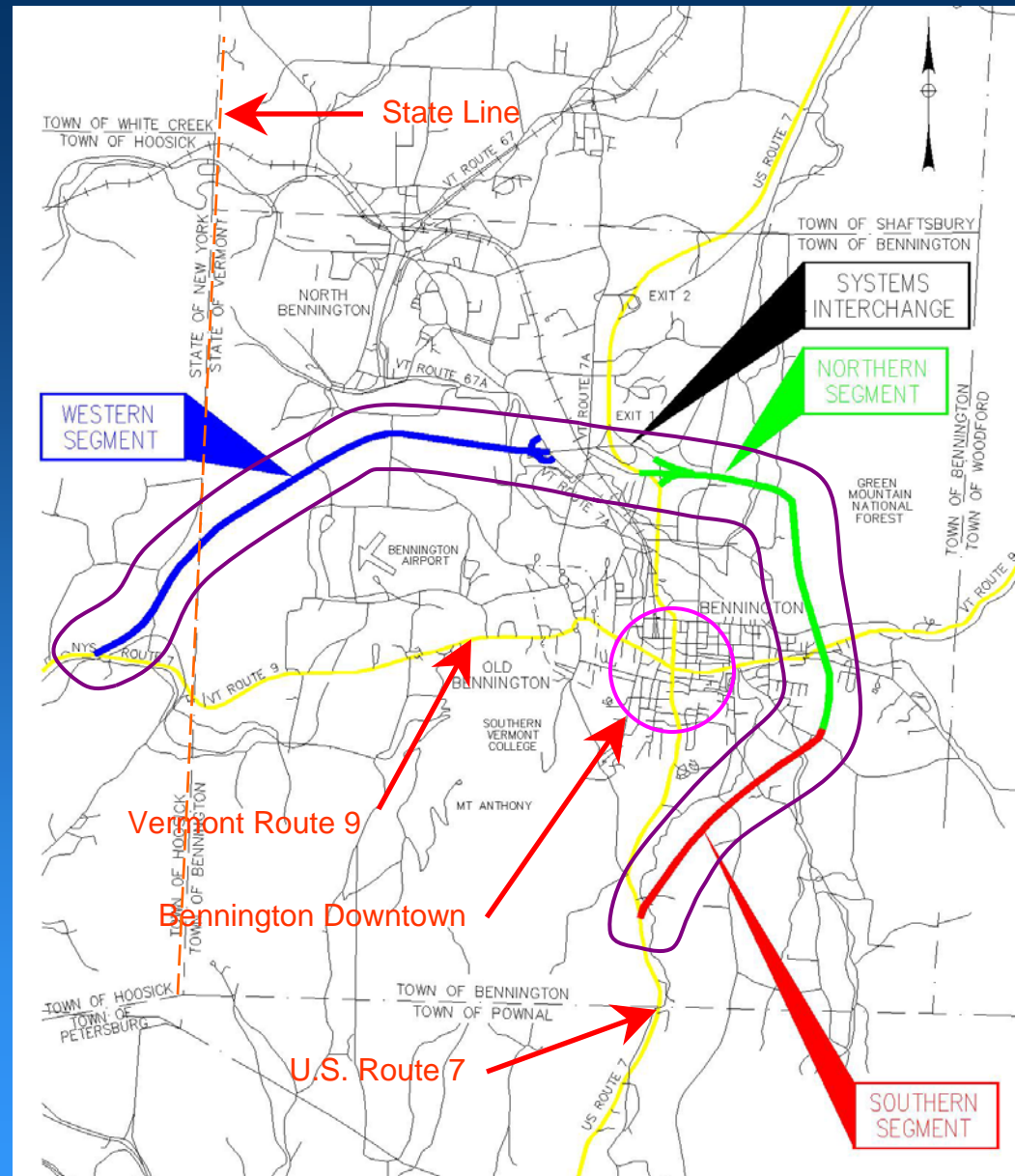


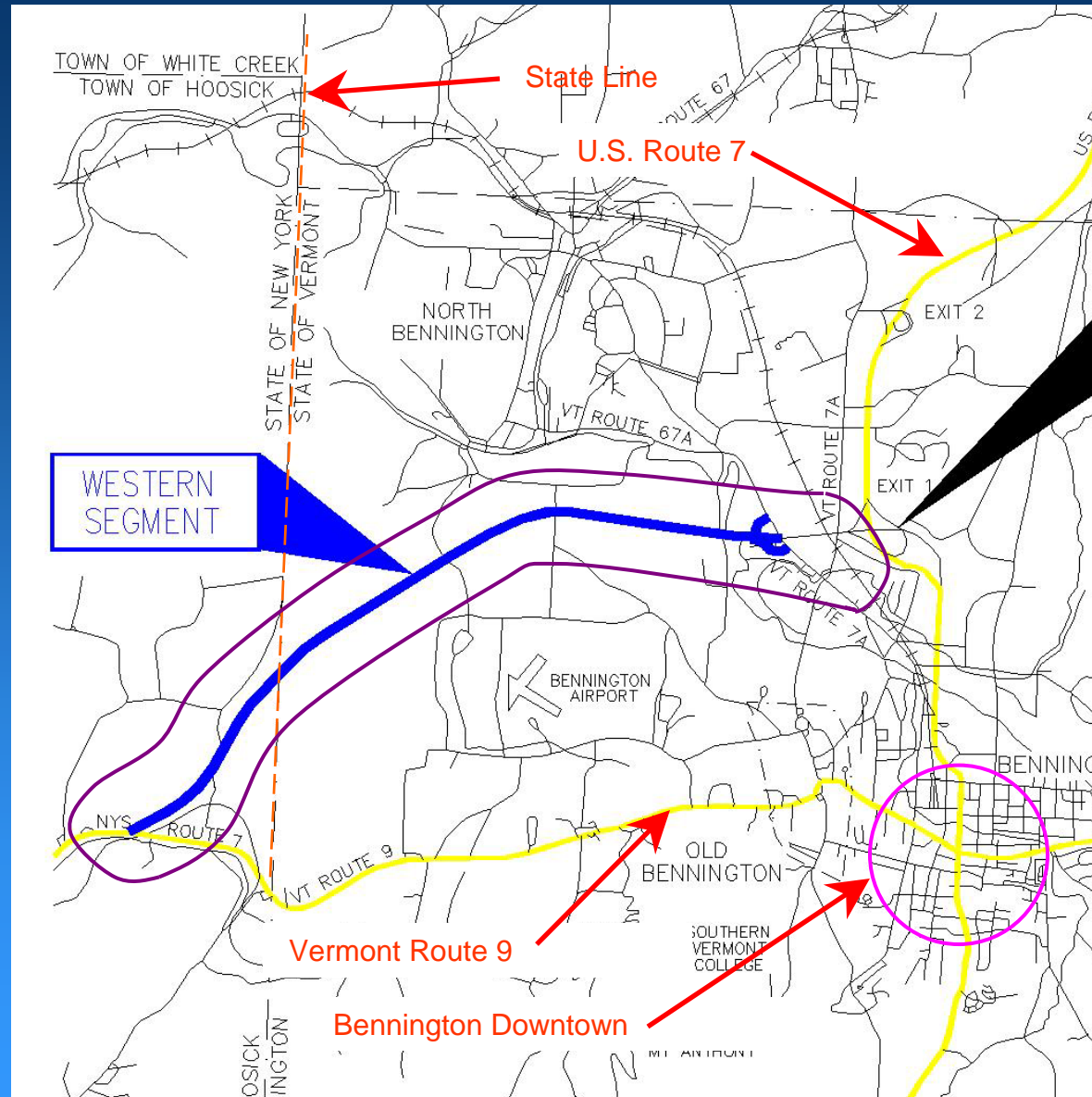


# 1991 FEIS Highlights

- **Approved a 2000' wide corridor**







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- **Limited access highway**



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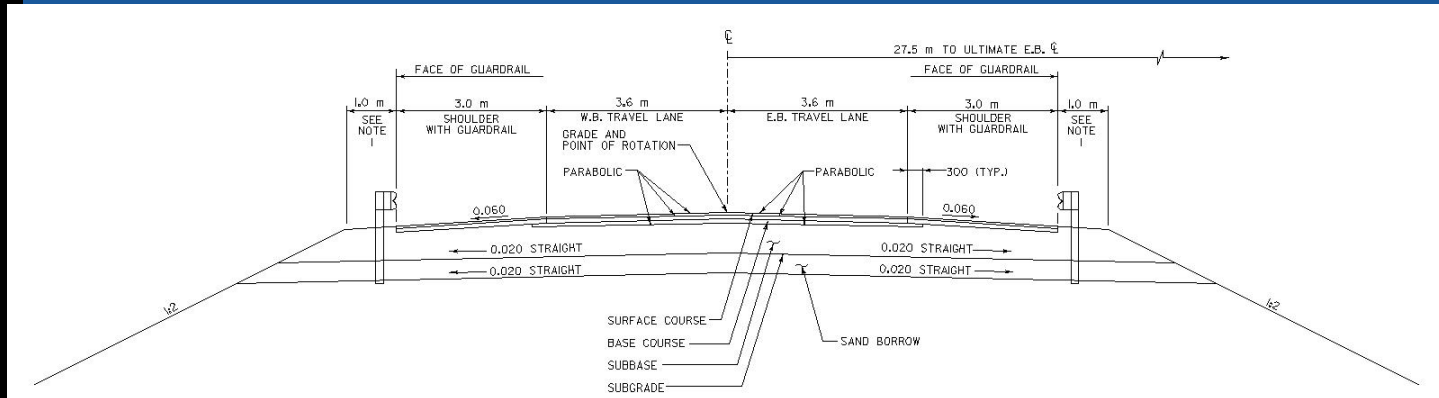
- **Approved a 2000' wide corridor**
- **Limited access highway**
- **Mainline design speed was 60 m.p.h.**

# 1991 FEIS Highlights

- **Maximum grade was 5% (in Vermont)**

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- **Typical section was two 12' lanes with 8' shoulders**





# 1991 FEIS Highlights

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- **Typical section was two 12' lanes with 8' shoulders**
- **Climbing lanes would be provided where required**

# Context Sensitive Design

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- **Earthwork connection to the Northern and Southern Segments**
- **Tall embankments rather than deep excavations for aesthetic purposes**



# Context Sensitive Design

- **Large radius curves to blend into the rolling terrain**

# View Looking West



# Context Sensitive Design

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Airport Brook West



Airport Brook East











# Airport Brook East



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- **“Openness Equation”**
- **Deer wintering habitat considerations**









# Context Sensitive Design

- **Large radius curves to blend into the rolling terrain**
- **Environmentally sensitive brook crossings for fish, deer and small mammals**
- **“Openness Equation”**
- **Deer wintering habitat considerations**
- **Visual barrier constructed with earthen materials**

# Visual Impact Mitigation

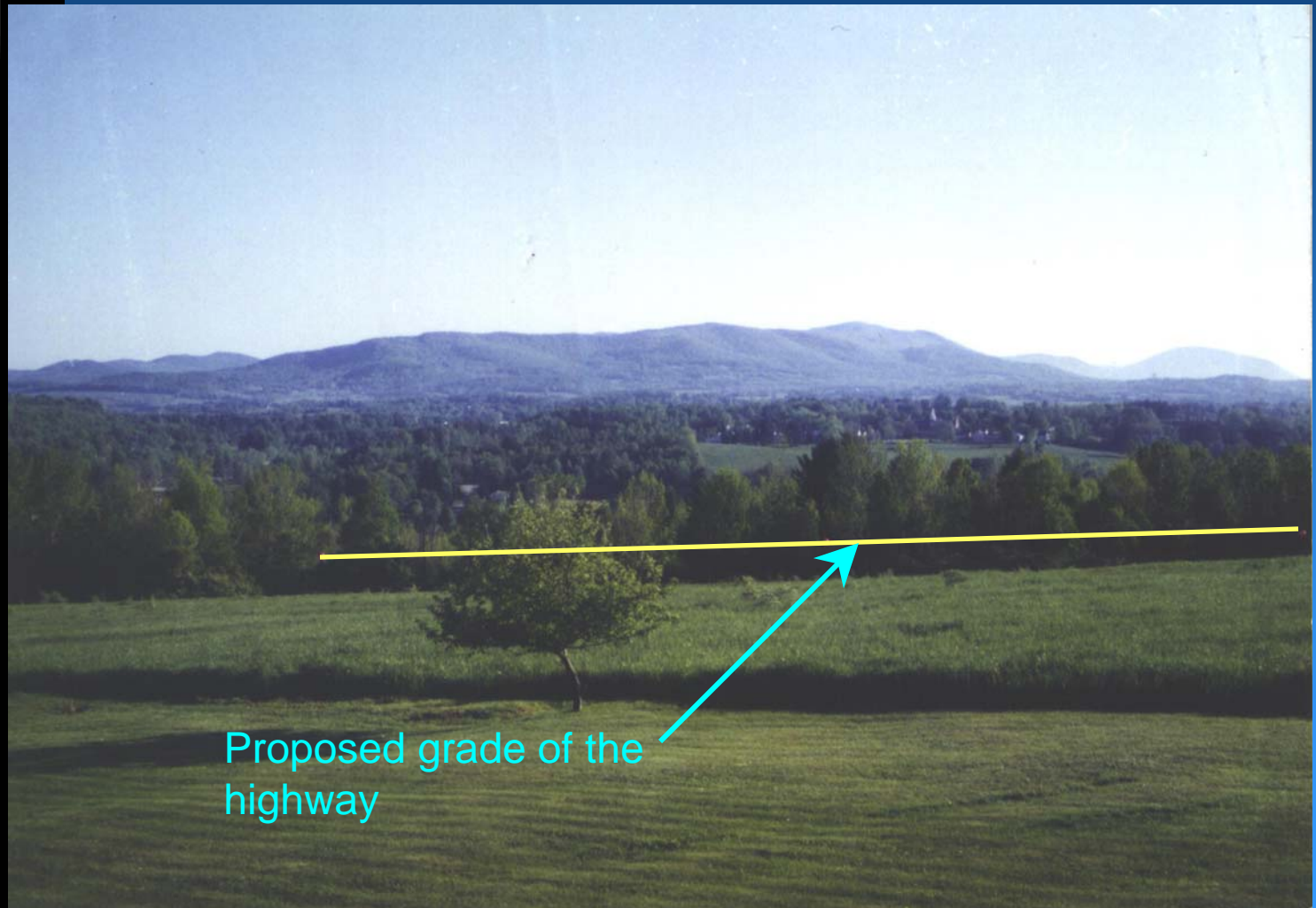


# Visual Impact Mitigation





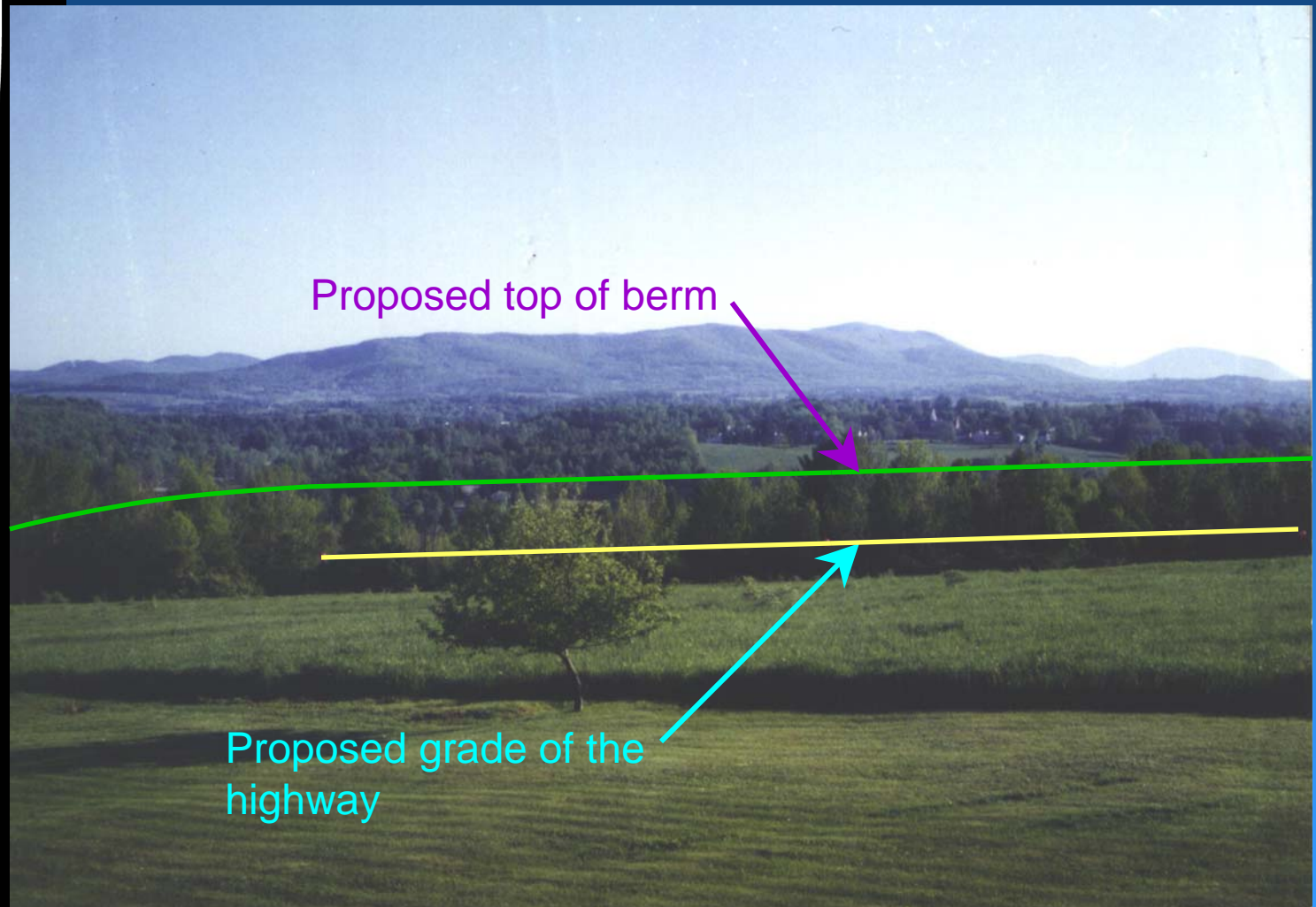
# Visual Impact Mitigation



Proposed grade of the  
highway



# Visual Impact Mitigation



# Visual Impact Mitigation



Before  
Construction



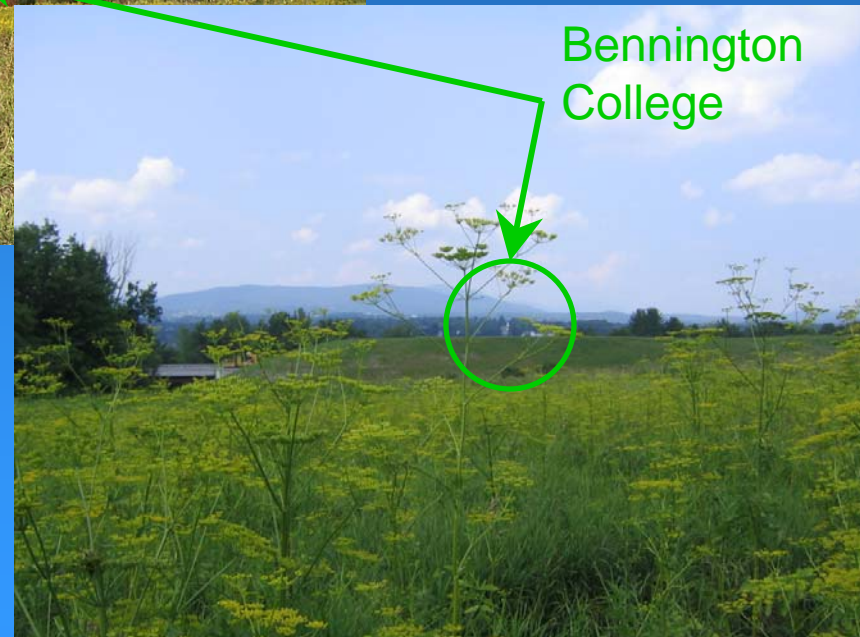
After  
Construction



# Visual Impact Mitigation



Before  
Construction



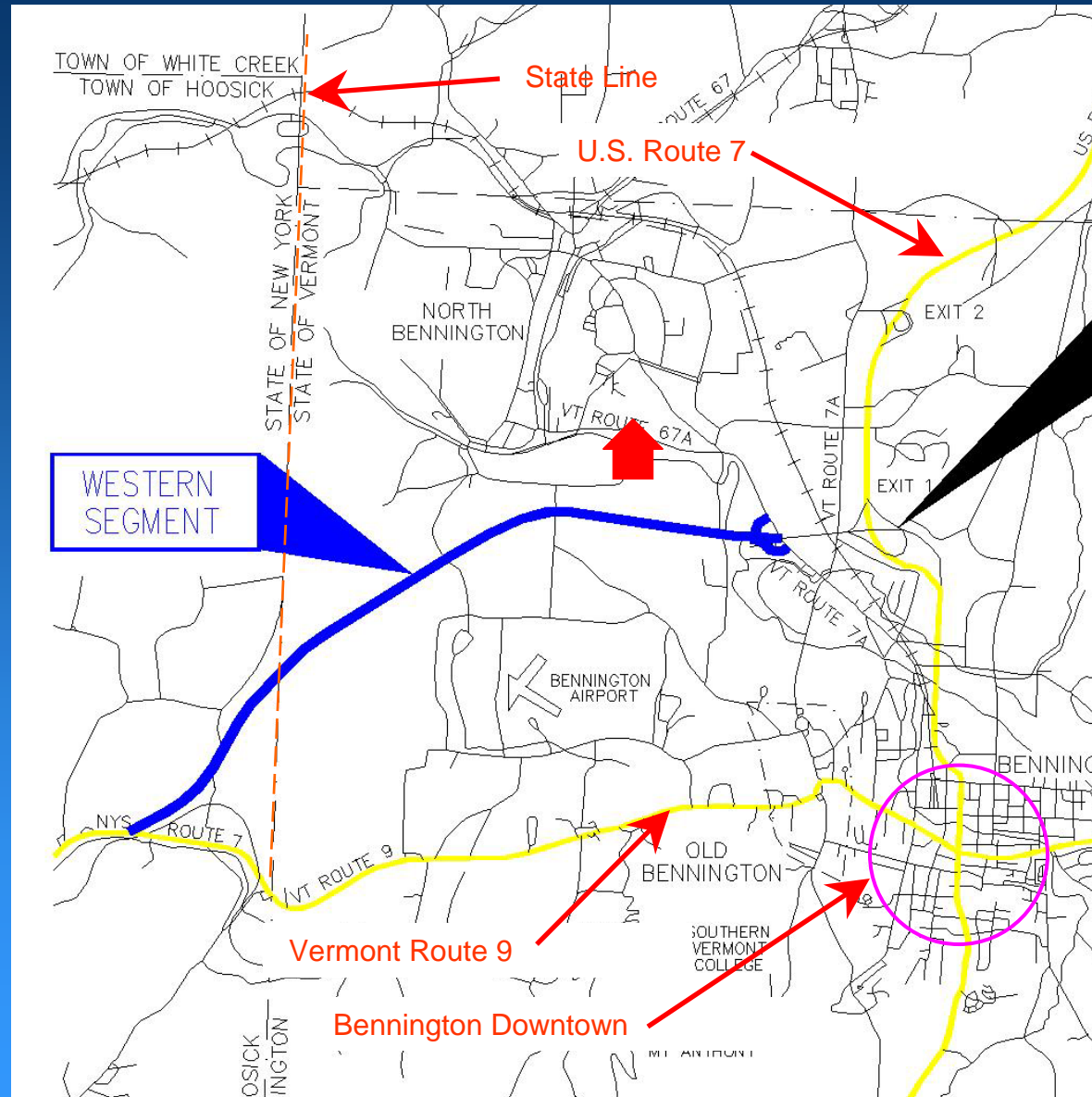
Bennington  
College

After  
Construction

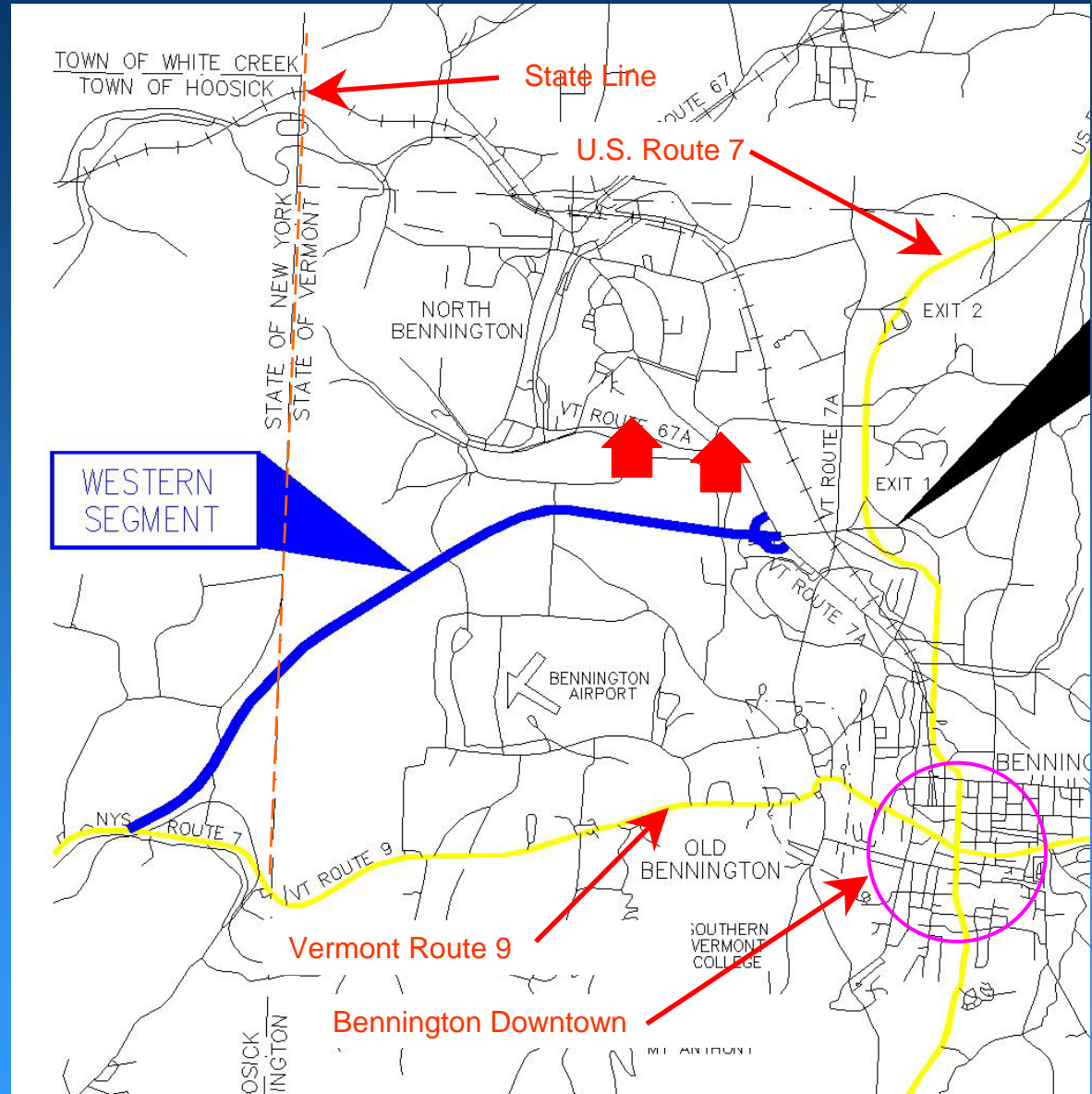
# Unique Project Aspects

- **Limited construction site access**

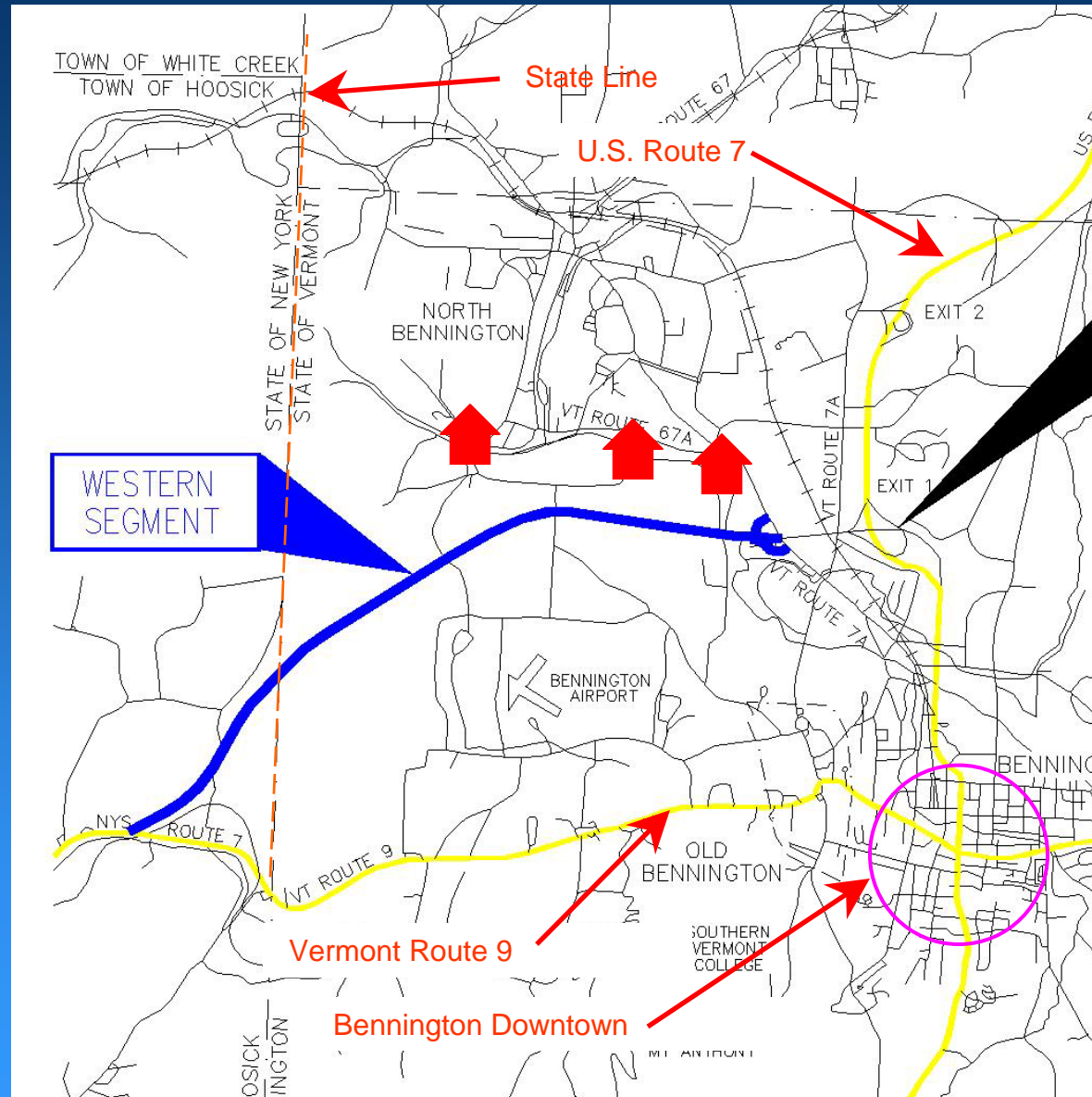




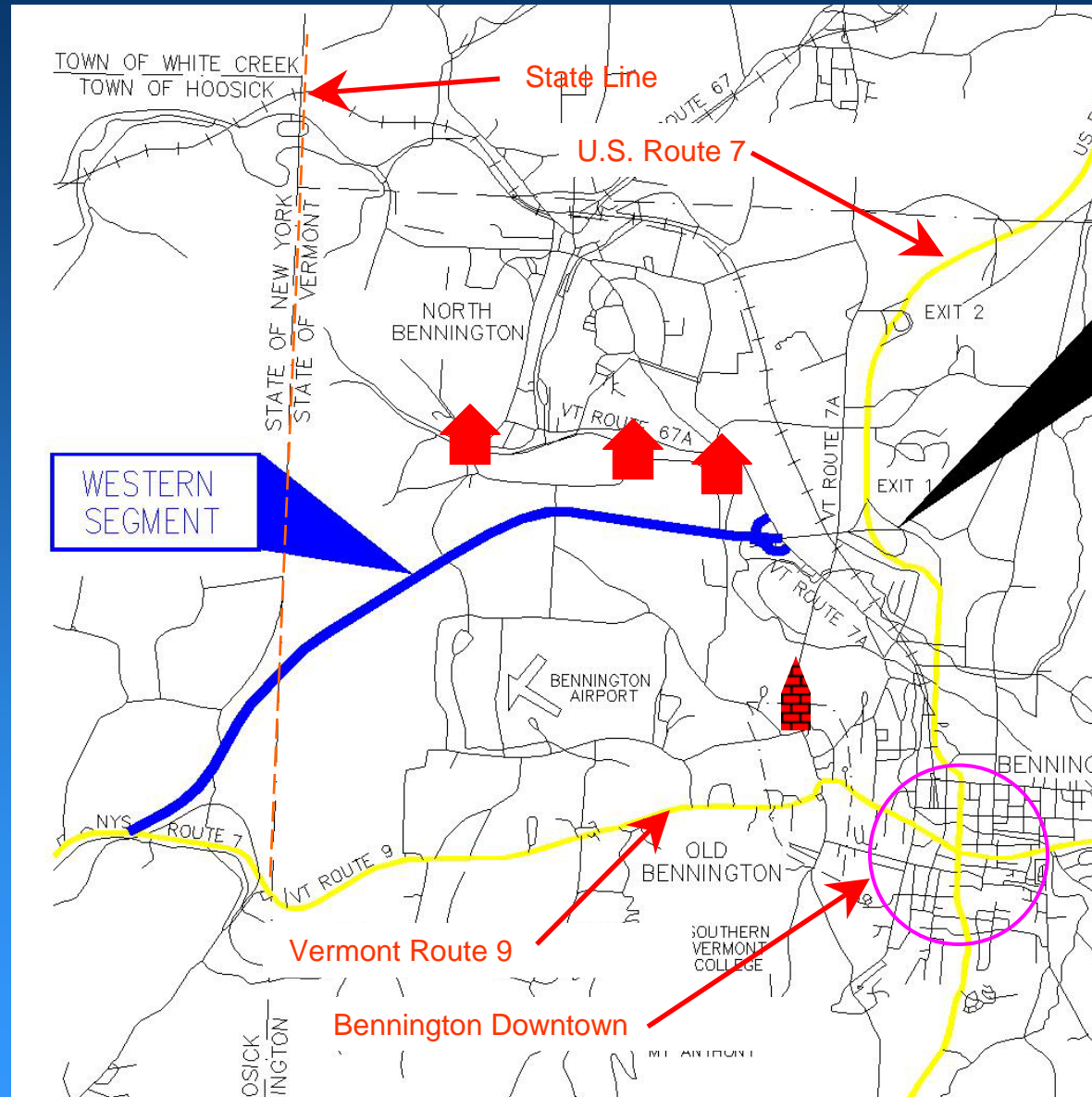












# Unique Project Aspects

- **Limited construction site access**
- **Rolling terrain and dense forest areas**



# View Looking West



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# Recycling Native Materials









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- **Recycling native materials**
- **William E. Dailey, Inc. Hoosick plant**



# William E. Dailey, Inc.









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# Unique Project Aspects

- **Limited construction site access**
- **Rolling terrain and dense forest areas**
- **Recycling native materials**
- **William E. Dailey, Inc. Hoosick plant**
- **Separate wetland mitigation sites for NYSDEC and USCOE wetland impacts**



# NYSDEC Jurisdictional Wetland Mitigation Sites



# Unique Project Aspects

- **Walloomsac River crossing**

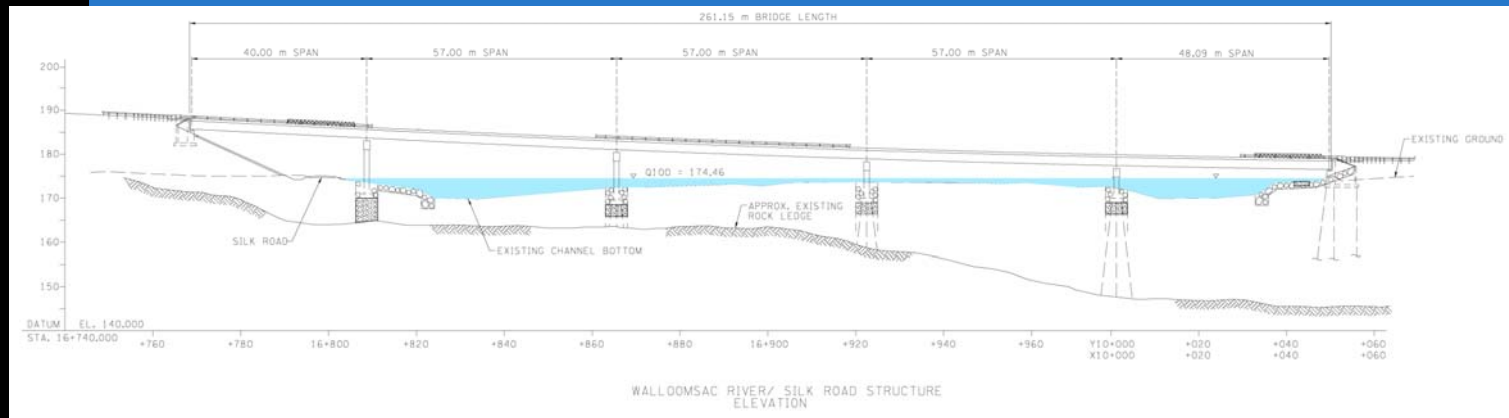


# Walloomsac River crossing



















# Meeting Strategies

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- **Document all meetings with a meeting summary and circulate in a timely manner to ensure concurrence**
- **Include action items clearly spelled out to facilitate buy-in from all parties**

# Meeting Strategies

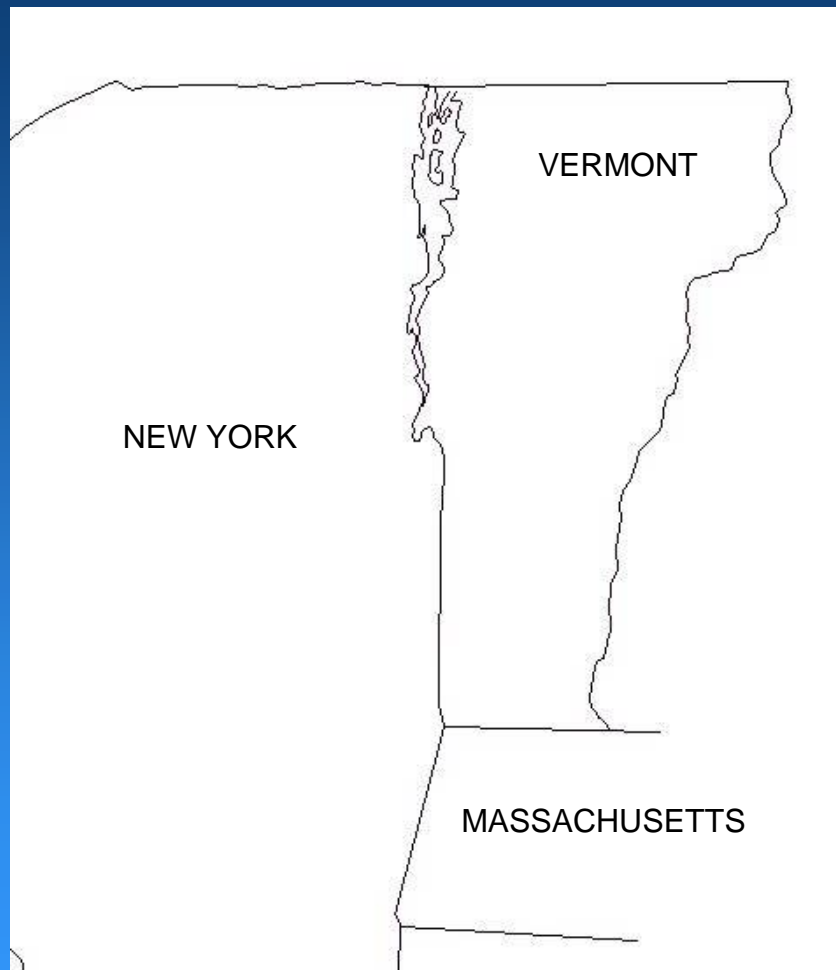
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# Meeting Strategies

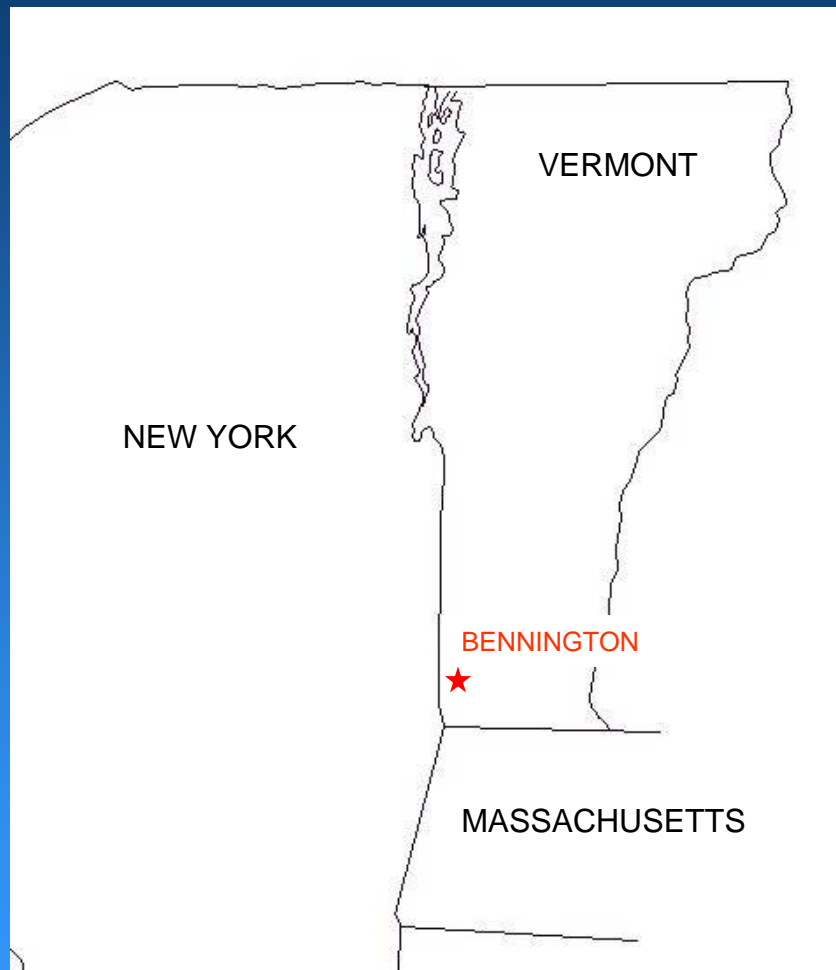
- **Interval between meetings corresponding to the duration needed to complete critical tasks...avoid the monthly rut!**
- **Change the venue as necessary to facilitate involvement of key decision makers if critical attendees have conflicts**



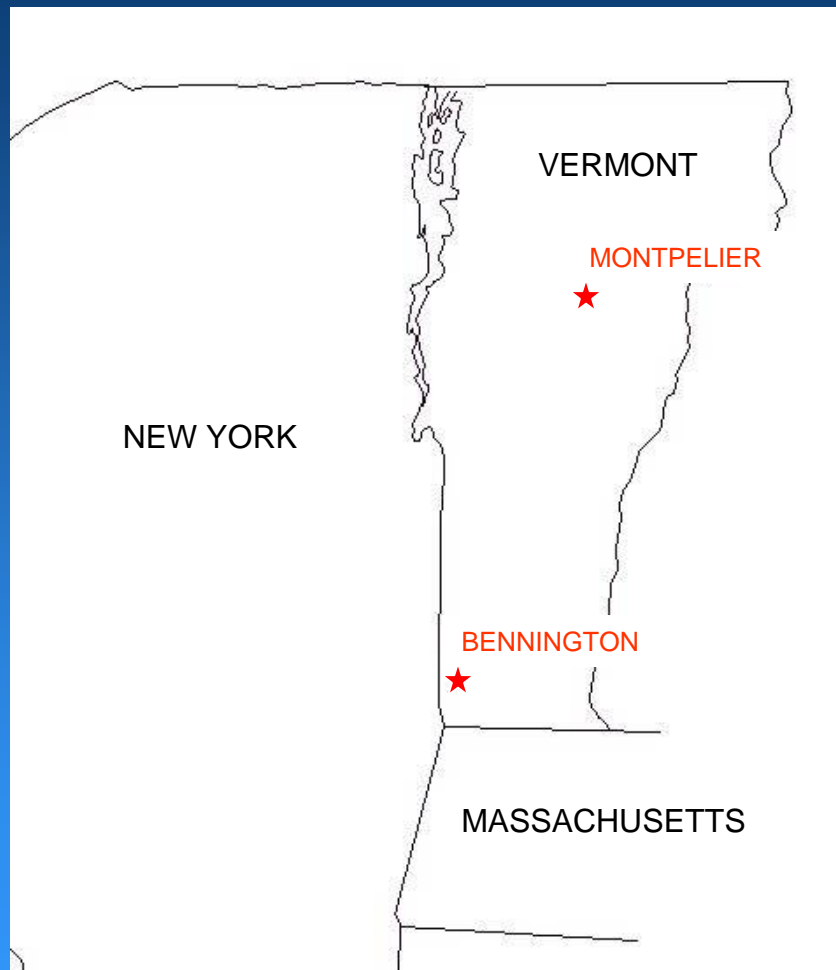
# Meeting Strategies



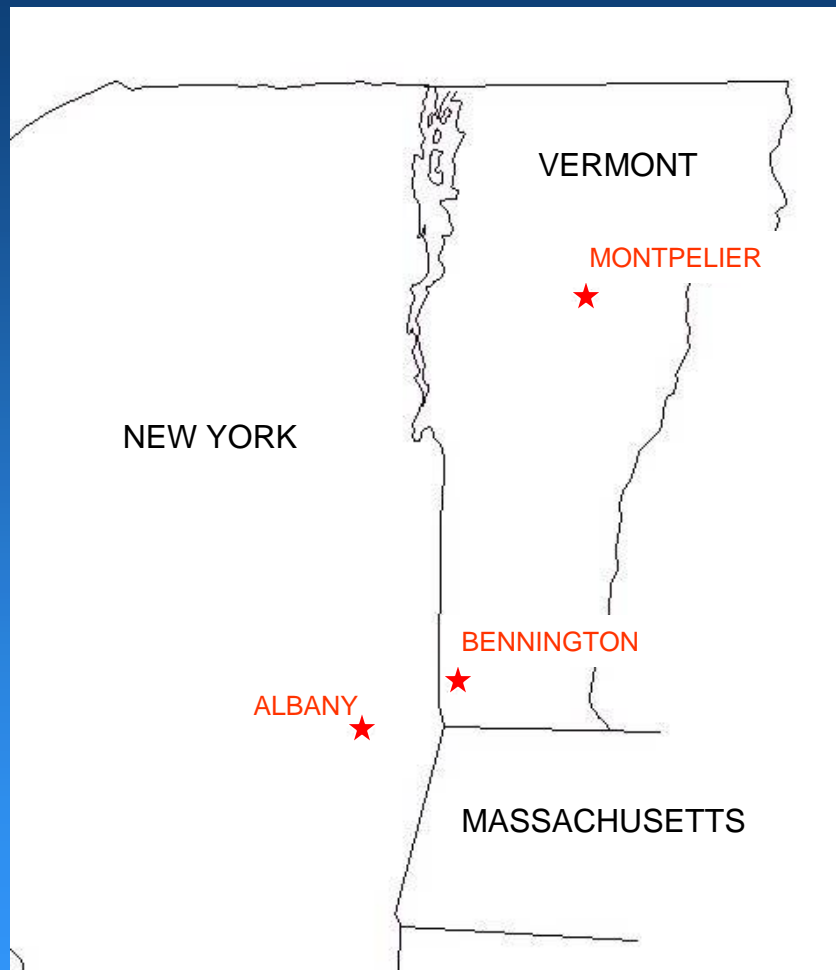
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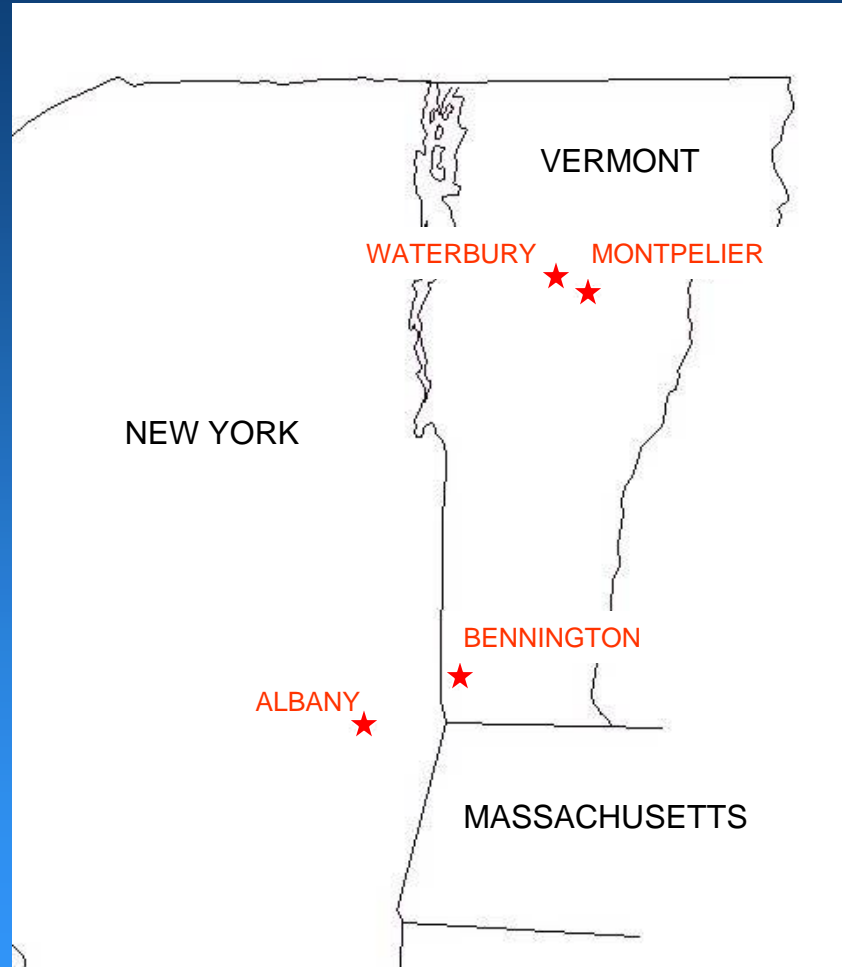


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# Meeting Strategies

- **Interval between meetings corresponding to the duration needed to complete critical tasks...avoid the monthly rut!**
- **Change the venue as necessary to facilitate involvement of key decision makers if critical attendees have conflicts**
- **Avoid “too many cooks”...don’t cry wolf to critical attendees!**

# Meeting Strategies

- **Consider running two sets of meetings on staggered schedules to ensure advancement of complex tasks with “focus groups” without bogging down the entire group of decision makers**

# Ground Breaking November 30, 1999



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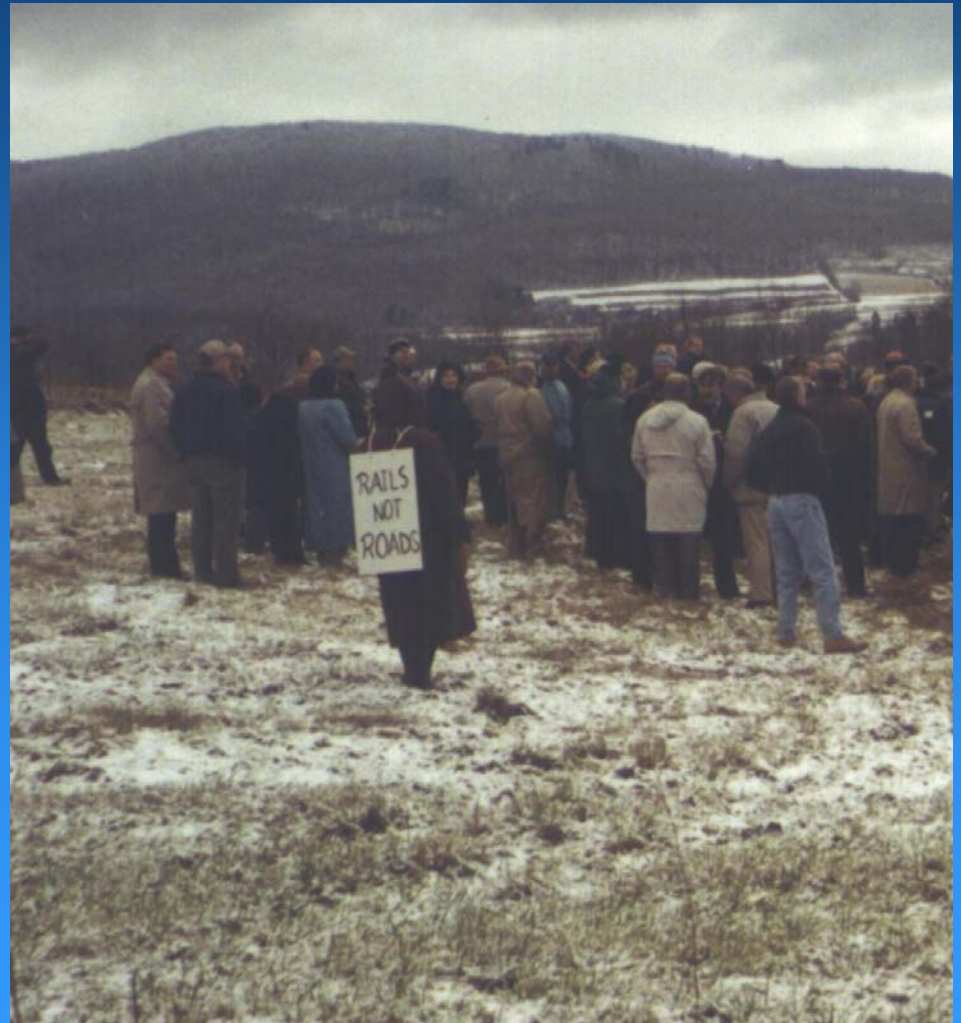
# Ground Breaking November 30, 1999



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Finally...let the games begin!

# Approximate Quantities

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# Approximate Quantities

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- **4.8 million tons of bridge steel**
- **100,000 tons of asphalt**
- **9,400 cubic yards of concrete**
- **70,000 cubic yards of embankment from the off-site borrow source located on the Northern Segment**

























# Ribbon Cutting October 18, 2004



































Time for a quick test drive!



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# Closing Remarks



CLOUGH HARBOUR & ASSOCIATES LLP